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Hongkong, 4th December, 1907. [a336]

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GUIDES AND CHAISE PROVIDED.
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[a1623]

NOTICE.

LADY joining husband offers magnificent Walnut Iron-frame Piano-forte, Cost 450 dollars last year. Accept 120.
Write—
Care of "Daily Press" Office.
Hongkong, 4th August, 1910. [903]

NOTICE.

GENTLEMAN wishes to sell \$1,200 Auto-Piano, especially built for climate. Latest improvements. Practically New Music included. Cash \$600.
Care of "Daily Press" Office.
Hongkong, 4th August, 1910. [904]

WITH DOG AND GUN IN THE
NEW TERRITORY.

QUAIL SHOOTING.

As has already been stated, quail are not indigenous to South China. They are merely visitors, who appreciate the mildness of our winter months in contrast to those of their native and more northern latitudes. They begin to arrive here generally about the middle of October, but the best quail months are December, January and February. There are at least three species of migratory quail to be found here, including the "Mandarin" and "button" quail—the last two named being about the size of sparrows, and not worth wasting ammunition on. Indeed, our true migratory quail is by no means a large bird, being inferior in size to the European species, and is dwarfed when compared with the crested quail of Central America. I am told they more nearly resemble the quail of the Australian bush, but I am not certain on this point. In general appearance they are lighter in colour than those of Europe, their plumage being of a more golden brown, with fewer dark markings, although in this respect the plumage of the male bird is slightly darker than that of his mate. They mostly feed in pairs, but not infrequently in large bunches, especially at the start and finish of the season. Their favourite ground is invariably dry and sandy, and they greatly favour waste fields, or those where cultivation is not immediately in progress. In fields where sugar-cane has been recently cut, and where peanuts are not yet raised, there is nearly always a thick weedy ground, especially if it be rank and high. They also frequent the dry grassy borders of streams, the grassy banks of recently cut paddocks, and on hill slopes not too bushy—the low foot hills being the best in this respect. Like their cousin the partridge, they always make for thick cover when flushed. If no cover is available they will run for a surprising distance in the grass after settling, and are often impossible to flush a second time. Owing to their habit of frequenting dry, sandy places, dogs, unless exceptionally keen of scent, will miss many birds, and give one the impression that few quail are about. I have on many occasions seen a dog go over a stretch of ground, raising but an old bird here and there, and the same ground yield quite a few more to another and keener scented dog a few minutes afterwards. They further resemble the partridge in being difficult to flush, and on more than one occasion I have actually seen them caught and held by dogs in the grass. From their close resemblance to their surroundings, and their habit of flying low when flushed, quail are not exactly easy to bring down, and in certain lights are difficult to see at all. A dull, cloudy day is the best for quail shooting, and if there has been a shower, or a heavy dew overnight, so much the better. To those who can afford to keep a variety of dogs, a good field spaniel will be the best dog on level ground, with a "logger" dog on hilly or broken country. If the weather be very dry the scent is correspondingly faint, and "logger" dogs often carry their heads too high for quail even if their scent be keen. Quail are found all over the New Territory, but of course there are certain parts which give better sport than others. Starting at Castle Peak, quail are more numerous on the West side of the valley as far as Po Tong Ha, when the valley should be crossed, and the eastern side worked from Lam Ti village towards Ping Shan, and still continuing on the same side, around behind the villages of Shan Ha and Lam Hai, and along the southern edge of the Shek Pat Heung valley to Pak Sha and Wong Nai Tan villages. The whole of this ground is, of course, not excellent, but good spots will be found along the route. The remaining portions of the Castle Peak, Ha Tsun and Shek Pat Heung valleys are but indifferent—the low, hilly ground, lying between Nam She Wat and Mong Tsing, Deep Bay, excepted.

The Pat Heung valley is scarcely worth visiting, unless partridge and quail shooting are combined; the only good quail ground being a few acres to the North of the Kam Tin villages, and between there and the Nursery at Shek Po. Proceeding along the south-western slopes of the hills towards San Tin, a few brack will be picked up until the valley behind Mai Po is reached. This is an excellent spot for quail, as is also the country between here and San Tin. Proceeding still further in a north-easterly direction from San Tin, the dry, broken country of the Tai Kaang or Hau Yek district is reached, and here is the quail country par excellence of the New Territory. On the high, partly cultivated land, between Tso Taw and Ho Sheung Heung villages, and to the eastwards around by Ku Tong, La Kong, Kam Tin, Fan Ling, Ping Kong, Tsui Kang and Hang Tau villages, excellent sport will be had. On several occasions I have known of 40 brace falling to one gun in a day here, and as this country also affords partridge, pigeon and "winter" snipe shooting, a good "mixed bag" can be had. The valley which runs from behind Ho Sheung Heung to Lung Tsin Hu in Chinese Territory, and along the low foot hills here, may be relied on to provide fair sport. In the Fan Lung-Lung Kwat Tan valley, there are some very good spots—notably, between Fan Ling and the Kam Ling Hang stream, and between San Wai, Lung Kwat Tai, and Hung Ling village. The Luk Yek valley on the extreme northern frontier is poor quail country, although a few brace may be picked up between Hung Ling and the

villages of Ping Tsa—and one may also say the same of the remaining portions of the Territory. True, the Lam Tsun and Sha Tin valleys may yield a few brace, but they are not worth wasting a day's outing in. In concluding this article I may remark that the whole of the country lying between Nam Tan and Sham Chun in Chinese Territory—especially around by Kwai Mui and Sha Tso—is excellent for quail, also the low hills to the North of Sham Chun and along the line of the railway generally. Finally, as quail are delicately constructed birds and easily damaged for table use, do not use unnecessarily heavy shot.

I have always found No. 9 shot the best with No. 8 in the choke barrel if the day be windy, but nothing heavier than the latter should ever be used.

"SPORTSMAN."

MYSTERY OF A ROYAL
DISAPPEARANCE.

DECREED TO DECLARE AN ARCHDUKE DEAD.

The High Chamberlain's Court at Vienna issued a decree on July 9th that the former Archduke Johann Salvator, known as Johann Orth, will be declared dead, and his property distributed unless authentic proof of his existence is forthcoming within six months.

This action has been taken in the instance of the Archduke Joseph Ferdinand, a nephew of Archduke Johann, as one of the Archduke's heirs. The petition recited at length the story of Johann's disappearance just twenty years ago, after quarrelling with the Emperor, owing to his too candid criticism of the Austrian army, his aspirations to the throne of Bulgaria, and his projected marriage.

Johann went to London, where he legally married Frawlin Milly Stubel, his housekeeper, who was formerly an opera singer. He bought the sailing-ship *St. Margarete* and sailed to Buenos Aires with a cargo of cement on July 12, 1890. He left this port for a voyage round Cape Horn to Valparaiso, he acted as his own skipper, having parted with the ship's officers.

Since then neither the ship nor any occupant has been heard of. The petition points out that though Johann passed an examination and obtained a certificate for seamanship, he had little experience in the art of navigation, and a hurricane raged on July 20 near Cape Trespuentes in which a certain vessel foundered.

Many fantastic rumours that Johann is still alive have since cropped up. Some people believed that he founded a new State with his crew on a desert island. At one time it was reported that Johann reached Chili by land, and assisted Balboa to secure victory in the revolution by his skill as a general.

The petition claims that the best proof of death is that no more letters have been received from Johann by his mother, to whom he wrote regularly before. Elaborate inquiries by Austrian Consuls in South America, it is pointed out, have produced negative results. Johann's will, which is deposited in Vienna, is still unopened.

The income from the estate has been accumulating for twenty years at compound interest, and the amount is variously estimated. Leopold Wooding another nephew, who claims part, believes it exceeds £1,000,000 sterling.

Herz Woeffling, the ex-Archduke Leopold—renounced his Austrian rights and title on marrying Mile. Adamovitch, an actress, and became a Swiss citizen. He afterwards obtained a divorce because his wife insisted on living "the simple life" with a strange suit at Ascona.

WELCOME THE FOREIGNER.

Usually the foreigner in India has servants and weapons, and is moreover as a rule immune from molestation by petty robbers. But there is more in it than that, for the unarmed foreigner without escort seems just as popular as the one better provided. It is the mental difference that does it, the feeling that the foreigner is the better man in practical affairs, calculated to be father and mother to the weaker vessel. There are sections of Asia in high rebellion against the same sentiment, and one wonders whether those who demand equal treatment have earned what they claim. If they have, the white man's predominance over Asia is nearing its end. On the other hand, the physical conditions which have made the white man the superior being still prevail in the West, while to all appearances they are absent in the East. One's feeling is that blood and colour are far from being the ultimate factors in the question of human superiority and that environment will make the man, whatever his colour or race. It seems to me that Asia's new craving for independence is an artificial thing, due principally to the belief that if one Oriental race can emerge equal to the West others can do the same. But the fallacy of that argument seems to lie in the supposition that Japan is Oriental in the usual sense of the word. The truth is that the Japanese, though Oriental by blood, have for centuries existed under conditions that closely resemble those under which the European has evolved. Of different blood they have developed a different temperament, but with much the same character and energy. They are advancing upon European lines, modified by their own idiosyncrasies—Times of India.

THE MONEY MARKET.

Subjoined is Messrs. Mocatta & Goldsmid's circular dated July 19th:—

The sharp rise in the Silver market this week presents a marked contrast to the absence of fluctuations that has prevailed during the past two months. The demand has been chiefly for cash silver, and although there have been some small special orders in the market the greater part of the buying has come from bears who had to repurchase or carry forward their sales falling due. The scarcity of cash silver is due to the fact that large operators for the time have taken up their purchases instead of carrying them forward in the market. If this policy is continued, as there is every reason to anticipate that it will be, it does not seem likely that the position of cash silver will become much more casual for some time, as the fresh silver coming to market will not be much more than is required to fulfil the contracts fall due. At the same time it should be borne in mind that the actual consumption of silver shows no sign at present of improving, the up-country demand in India remaining small and the China exchange keeping persistently below parity; it consequently still remains a matter of speculation when and how the large amounts held up both in London and Bombay will be absorbed by a genuine demand.

WRIGHT AND GREIG'S "PREMIER."

SCOTCH WHISKY—just the same as you get at home in Scotland.—Advt.

HONGKONG INDUSTRIES.

The following is taken from the report by H.E. the Officer Administering the Government on the annual Blue Book for 1909:

UNDER EUROPEAN MANAGEMENT.

Engineering and Shipbuilding.—This is one of the most important industries in the Colony. The principal establishments are the Hongkong and Whampoa Dock Co., Ltd., and the Taikeo Dockyard and Engineering Co., Ltd. There are a number of smaller yards, some under European and others under Chinese management, which do a large amount of work.

The Hongkong and Whampoa Dock Company is a well established company. The establishment is equipped with six dry docks, the largest of which is 700 feet in length, with an entrance breadth of 86 feet and a depth over sill of 30 feet. Two patent slips and workshops fitted with the most modern appliances for every class of constructional, and general engineering work including locomotives and railway rolling stock. The Taikeo Dockyard and Engineering Company is a newly established company. The establishment possesses a dry dock 787 feet in length with a breadth of 88 feet and depth over sill of 31 feet 6 inches, besides three slips, a steam engine and boiler shops capable of dealing with the heaviest classes of engines. Two vessels of over 13,000 tons (gross) each were docked by this company during the year.

The building yard is laid out with furnaces and plant suitable for building vessels up to 23,000 tons.

The depression which existed in 1908 in this industry was continued during the year under review.

Sugar Refining.—The year 1909 was a favourable one for the Sugar Refining Industry of the Colony, as there was a good demand in the China markets throughout that period, and in consequence of a general advance in sugar all over the world a satisfactory margin of profit was obtainable.

As was the case in 1908, beetroot sugar did not find its way into the China market in any appreciable quantity.

Cotton Spinning.—During the earlier part of the year local mills were handicapped owing to the inadequate supply of labour, but this difficulty was overcome. Further difficulty was experienced in obtaining the raw material at the beginning of the cotton season, as the crop although large was a late one.

Rope Manufacturing.—Business has kept steady and prices have remained the same throughout the year.

Cement.—The conditions under which this industry has been carried on have been much as in 1908, and there has been a good demand throughout the year.

Brewing.—The Oriental Brewery was at work during the year and its beer in spite of the strong competition of the imported article is gradually finding favour with the public. Its capacity is about 100,000 barrels per annum.

Soap Boiling.—Messrs. Blackhead & Co. manage a Soap Factory at Shekwan. It was established in 1896 and is equipped with modern plant capable of turning out 1,500,000 lbs. of soap per month. The principal manufactures are soft soap, salt water soap, toilet soap, and tar soap, which are locally consumed or exported to North China.

UNDER CHINESE MANAGEMENT.

Rattan and Fible Furniture.—The making of rattan chairs has been an important industry in Hongkong for many years. There has also been lately a large development in the use of what is called Sea Grass (Arundo Mitis) and hemp string. The ordinary rattan easy and garden chairs are used all over the Far East and are exported to the principal markets of South Africa, and "sea grass" and "hemp" furniture is exported to India, Copenhagen and America.

Tobacco.—There are thirteen or fourteen native factories which do a small manufacturing business, importing the tobacco leaf from Pakhoi and the Canton Delta.

Tinned Goods.—The manufacture of tinned goods in Hongkong and parts of the neighbouring province of Kwangtung has acquired considerable dimensions. The products of the factories are consumed locally and exported to other parts of China and to countries where there is a Chinese population.

Sanshu.—Sanshu or Chinese spirit is made from rice, the fermenting material being a substance composed of rice, bean flour, red earth and leaves which are stated to be cassia leaves. Various well-known beverages are prepared by favouring the spirit with plums, oranges and other fruits.

The retail prices of the ordinary Chinese spirit is under 7 cents a catty. The most expensive beverage distilled locally and composed of roses, ordinary spirits and sugar costs 40 cents a catty. Medicated spirits have a considerable sale among the Chinese. The spirit principally used is one distilled from millet and obtained from the North of China. To this spirit are added various drugs and the mixture is used as a tonic.

There are seven Chinese distilleries exclusive of the village distilleries in the New Territories, which have an annual output of some 300,000 gallons, about one-tenth of which is exported.

Vests and Socks.—There are three small factories for the making of underwear and socks, and a fourth is shortly to open. This industry appears by now to be an established one. The first factory was opened five years ago, has increased the number of machines and is now beginning to pay its way.

Hides and Leather.—There are seven or eight tanneries where an inferior kind of leather is manufactured. Gall-nuts from Japan are used in the manufacture. The greater part of the hides that reach Hongkong from the interior is sent to the Straits Settlements where suitable bark can be procured, to be tanned, and sent back to Hongkong as leather. There is an occasional export of hides by local dealers to Italy.

Preserved Ginger.—Canton has long been noted for its preserved ginger. The manufacture has now been transferred to Hongkong, where there are a number of factories, three of which do a large export business.

Soy.—Soy is a sauce made by boiling the beans of the "Glycine hispida, Maxim." adding an equal quantity of wheat or barley and leaving the mass to ferment. A layer of salt and three times as much water as beans are afterwards added, and the whole compound stirred daily for two months when the liquid is pressed and strained. Seven or eight Chinese factories are engaged in the manufacture of soy in Hongkong, and three firms export it to Europe. It is also exported to America. The wholesale price is about \$20 the cask of 700 lb. Business during the year has been dull.

Paper.—There is one paper mill capable of turning out 9,000 lb. of paper in 24 hours. At present only half the machinery is used and about 100 men are employed. The mill is lighted by electricity. Most of the paper is exported to China, a little goes to the Straits Settlements and elsewhere to the South. The rags are collected from all over South China; the other materials are imported from England.

Vermilion.—There are three vermilion factories. Their average annual output is stated to be about 830 piculs. There is a demand for the vermilion all over the Far East from Japan to Calcutta. This business is falling off owing probably to the primitive methods of manufacture.

Lard.—There are seven lard factories in existence—the largest turning out about 60,000 piculs a year, and the remaining six about 12,000. The lard is exported to the Philippines, the Straits Settlements, etc., and to Hongkong. Business during the year showed no increase.

FISHERIES.

A considerable proportion of the best population of Hongkong supports itself by deep-sea fishing, in which pursuit a large number of junks are engaged. The villages of Aberdeen, Stanley, Shaukiwan, and many others in the New Territories are largely dependent upon this industry for their prosperity. Fresh water fish is imported from Canton and the West River. There are oyster beds of considerable value in Deep Bay.

BORNEO AND ITS RUBBER.

Presiding at the annual general meeting of the British North Borneo Company held last month, Mr. Edward Dent, the vice-chairman, said that 1909 was unquestionably the most successful year they had had since the inception of the company, twenty-eight years ago, but at the same time they looked forward to even better results. After going through the accounts, he referred to their rubber interests. They had been anxious to avail themselves of the opportunity offered by the demand for land suitable for the cultivation of rubber, and as they had no established estates to dispose of it was considered advisable to attract capital to their territory, to offer the policy of the company, to guarantee interest during the incubation period. There could be no doubt that the formation of the majority of their subsidiary rubber companies was due to this plan, and not only had they brought considerable sums to their coffers, but had insured them a permanent revenue from their operations and an increased and increasing traffic for their railway. Beyond these gratifying results they were changing the aspect of the country on the West Coast where the majority of them were located. They would agree that the policy inaugurated by the Chairman of attracting capital for rubber cultivation by guaranteeing interest for a certain term of years was sound finance, for the shareholder should bear in mind that in the matter of soil, climate, rainfall, and so forth there was no country which could offer anything better. The board knew this, and it strengthened their hands. He instanced the Sakong Rubber Company, the only one which was producing on anything like a large scale. Their rubber had realised the highest price for two or three seasons at recent sales. On one of these occasions it was 12s. 6d. per pound. Some of their other companies had already commenced tapping. In December last they had twelve rubber companies at work, four of which were formed in 1909. Since then six new ones had been formed, viz., the Lamag, Bode, Kintan, Borneo Proprietary Estates, Sabah, and Linkungan, making eighteen in all with a subscribed capital of £1,700,000.

In the case of the two last-mentioned companies the land was purchased direct from the parent company, and it had given a guarantee of interest for a certain period. There was room for hundreds more of these rubber companies. The land already acquired for rubber cultivation, although it amounted to many thousands of acres, merely touched the fringe, as it were, of the company's possessions. The area of the territory was 20,000,000 acres, the greater part of which was suitable for rubber or any other tropical product. Finally he referred to most interesting details of their regulations, which he said, petroleum, cotton, and coal industries, afterwards mentioning that the company's railway policy was beginning to bear fruit. The capital they offered in the early part of 1909 met with a disappointing result, and in the end they decided to enter into negotiations with financial friends. These negotiations resulted in an agreement under which they sold a large share of the company to a syndicate, and a justification of the course taken, and stating that there was no cause for complaint on the part of the shareholders, he said, in conclusion, that the board considered the outlook most promising. In a cable received the previous day from the Governor it was mentioned that up to that day there was a substantial excess of revenue over the estimates. The report was adopted.

APPALLING HEAT WAVE.

TERRIBLE SUFFERING IN AMERICAN CITIES.

The Express correspondent wrote from New York on July 11th:—

Eighteen people are lying dead and many hundreds of others are prostrated by the terrible heat experienced in New York during the past forty-eight hours.

The heat wave has now lasted for just over three weeks, but it has reached a climax within the past two days. The record temperature of 92deg. was registered on the Weather Bureau's skyscraper on Broadway, while in the street far below the shade temperature rose to 105deg.

It is by no means New Yorkers alone who are suffering from the intense heat. The wave extends throughout the Eastern States, and it is no exaggeration to say that hundreds of deaths have occurred as a direct result. Thousands of people in New York, Boston, Philadelphia, Washington, and other large cities are completely prostrated. While, literally speaking, millions of people are suffering.

In addition to the eighteen deaths reported in New York yesterday and to-day, there were eleven in Philadelphia, three in Boston, and one in Washington.

The intense heat has been accompanied by an extraordinary humidity, which renders everything damp and sticky. Sleep is almost impossible, and thousands of people are nightly deserting the city and sleeping in the country around.

The sands at Coney Island are filled with thousands of sleepers every night, and a large force of police has been placed on duty there in order to guard the sleepers from thieves.

The public baths of New York are full from early morning to nightfall. People are absolutely living in them.

The Gaikwar of Baroda, who is now in New York, declares that the heat is worse than anything he has experienced in India. "It is almost unbearable, owing to the humidity," he said. "I was never so uncomfortable in my life."

QUAINT JURISPRUDENCE.

AN IMPRESSION OF THE SUPREME COURT, HONGKONG.

To the Briton fresh from home, the Hongkong Supreme Court will certainly come as a surprise, and it possesses an air of simplicity, not to say quaintness, which is wholly delightful, serving to rob the law, as it does, of its terrors and rigidity.

In the first place, the Court itself, with its wainscoting of dark brown wood and anomalous blue-washed walls, is a reminder of an old-fashioned country church, wholly unadorned by stained-glass windows and ornamental stonework. Through the wide open windows at the rear peep the chaotic refreshing green of some gently-arching trees—and the illusion of being in the country is complete!

With the exception of the bench and solicitors' table everything has a flimsy, unsubstantial air, the sides of the dock and counsel's benches, in fact everywhere where plain, solid wood-work might be used, are formed of slim symmetrical bannister-rails. The solicitors' table, with its profusion of quill-pens and pink business-like blotting-paper, with which lots of blue tremendously legal-looking paper is covered, taking a look unkindly, certainly bears a decidedly familiar aspect. Such indispensable law-books as "Lindley on Practice" and volumes of "Annual Practice" repose stolidly on the table for all the world as though they were at home in some English court-house. But in this alone consists the Englishness of the Hongkong Supreme Court.

Having arrived before the business of the day starts you will be enabled to notice a stage which might otherwise escape you, and one of the first to arouse your wonder will be the appearance of the youthful barrister gentlemen in their white ducks; not but what it might be worse by their going the whole hog and also wearing white gowns and coats.

Numerous cards hanging in the corridors giving instructions as to the new administration of the oath lead one to expect its adoption, but the old formula is gone through, including the customary move as the book is turned by an English witness in the first case for hearing.

The next one is one in which a number of Chinese traders are implicated and the proceedings are followed with interest by a row of elderly Chinese, sitting behind the white attired solicitors in the well of the court; they are garbed in black, white or according to how they have been sartorially inspired for the day, and each in his own way.

The counsel for the prosecution, a breezy, zealous young Irishman, questioning his witness through the medium of an interpreter, and this, of course, is a rather lengthy operation; the decidedly sturdiness Chinaman in the witness-box certainly seems no very willing party to the cross-questioning process, but no doubt, realises the futility of dissent.

So far as the European element is concerned interest is unquestionably on the wane, and when an opposing counsel, amidst a great rustling of papers, says "I will read it, my lord," no particular attention is paid him. But the first words metamorphose the lookalike inclined; the document is a Partnership Agreement, and it may be worth quoting by reason of its quaintness, if not ordinary interest. Here it is: "We have heard that nations have their laws and merchants have their regulations. The national laws being carried out, the commercial affairs will be well-managed. The commercial regulations being observed, commerce will accordingly become prosperous. From old times this has always been the case in the commercial community. We would submit that the object of our setting up businesses in this Colony is to seek profits. Should there be no course for the production of wealth, how could we pursue the grand mode of action taken by Tuen Mui? 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TROPICAL DEBILITY.

HOW TO FIGHT IT.

Of all the evils which the inhabitant of the torrid zone is called upon to endure, the greatest are, perhaps, the deadly debility and nervous depression which are the forerunners of the more serious ills so rife in warmer latitudes. Physical fitness should be the constant watchword; healthy nerve force must be the subject of the most earnest consideration. Happiness may itself, hangs in the balance.

When exhausted Nature fails, readily to respond to the extraordinary demands made upon the system by the exigencies of climate, Science once more comes forward with precisely the needed remedy. Sanatogen, the tonic food, is the means discovered whereby impaired vitality may be safely and rapidly restored.

Sanatogen has a singular effectiveness. It is not as a tonic only that it stands unrivalled; it is, besides, a perfect food, extremely rich in just those properties necessary to the perfect nourishment of the depleted system. The basis of Sanatogen is the casein or "curd," the nitrogenous principle of milk. Nitrogenous foods are our body-building ones. They are demanded constantly by the body for the formation, and for the repair of its tissues. United with the casein, we find glycerophosphoric acid, which is an all-important constituent of the brain and nervous system. This is the reason, then, why Sanatogen has obtained its high reputation. It repairs the wear and tear of the most vital parts of our frames, and above all it gives to brain and nerve their essential food in precisely the form in which they are capable of readily receiving and assimilating it.

Doctors in tropical climates have not been slow to see the wonderful advantages in the use of Sanatogen among their patients, and a great many of them have written setting out the success that has attended the use of this preparation. They have used it with the greatest success in Malaria, Dysentery, Enteric Fever, cases of Plague and Cholera, as well as amongst those who are suffering from ailments due to disordered liver, spleen or digestive system. One or two of their opinions are worth considering.

Thus Dr. H. W. HART, Hapur Remount Depot, Babangari, United Provinces, India, writes:

"I have much pleasure in certifying to the value of Sanatogen in cases of Malaria, Enteric Fever, Dysentery, and other exhausting diseases. I have used it regularly now in my practice for the past two years, and in no single instance have I been disappointed with its results. I can honestly affirm that many of my worst cases owed their recovery to Sanatogen. I could quote numerous cases where the administration of Sanatogen was followed by immediate and marked amelioration of the symptoms. I cannot speak too highly of its value, and I certainly consider it the best of artificial foods."

Whilst Dr. C. R. NAYLOR, Bangalore, South India, writes:

"It was through my influence that your excellent medium of nutrition—Sanatogen—was introduced into South India, and I have reason to be proud of my success in doing so, for I consider that I have thereby conferred a benefit upon suffering humanity. I have found it unequalled by any other food when the internal arrangements of the body (whether in children or adults) are in want of a stimulating nutrient. When milk, diluted to any degree cannot be digested, Sanatogen will be greedily assimilated. In many almost hopeless cases of plague, where heart failure has been threatening, I have found Sanatogen helpful in getting the patient to turn the critical corner, and it has admirably aided the treatment of this fell disease. I have no hesitation in stating that by the discovery of Sanatogen you have added a most powerful weapon to those already in the possession of every physician."

And Dr. R. F. BOWERS, Bhaptiaki, P.O. Bengal and N. W. Railway, N. Bhagulpore, India, writes:

"I was able to try Sanatogen in a patient who had passed through the acute stage of Asiatic Cholera (in a severe form), but was utterly prostrated. That woman, I consider, owes her life to Sanatogen. A physician has written a remarkable treatise entitled 'How to Keep Well in Tropical Climates,' a copy of which will be forwarded, post free, to all who apply to Messrs. A. S. WATSON & Co., Hongkong. Sanatogen can be obtained from Messrs. A. S. WATSON & Co., Hongkong, and of all chemists. (126-2)

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FASHIONS AND FANCIES.

AT STAFFORD HOUSE.

The talpote silhouette was conspicuous by its absence at the Duchess of Sutherland's garden party on Monday afternoon, where many of the most graceful women in London society were to be seen. The Duchess herself, always supremely graceful, wore a tulle gown that fell in clinging folds, but utterly without eccentricity of any sort whatever. The only bizarre note to be seen in the beautiful garden was a kind of fish-wife costume in the Guards' colours, the scarlet of which is so brilliant as to rob the wearer of the charm of delicate complexion. Soft pink and cream colouring turn to sallowness in such proximity, even in the young. Only one among the many duchesses present wore any relief of white with her black costume, and this lady is one of the charming Americans who have honoured our people by entering it through the Gate Matrimonial, the only portal available to women.

THE ADMIRABLE HOMESPIN.

The homespin were selling like cool drinks in August, so beautiful were the tints of many of them. What more appropriate in a climate like ours (and it has been giving a display of its very worst moods of late) than a cat and skirt of heather-purple homespin, or one in the exact tint of the blue mist that gathers among the trees in wet weather, and goes far to make its form tolerable by their beautiful effect. There were many shades of grey and brown, and one in a peculiarly artistic shaded purple and crimson, exactly resembling the colour of a scarcely ripe Orleans plum.

DRESS AT LORD'S.

Here, again, at the Oxford and Cambridge cricket match, the ugly marmalade outline was unrepresented. At this match the first families in the land attended, as well as a large section of the upper middle-class, in its way the most important, because the most numerous, and the best-educated layer of our social strata. The ladies who were present on Monday and Tuesday were beautifully dressed and gracefully haired, if somewhat supererogatively in the extent of their millinery. But there was no tiring in at the back of the heels in the pretty frocks they wore, both maids and matrons. It seems as though this eccentric and extremely ugly fashion were confined to a class that had to be conspicuous, whether from natural vanity or from some necessity for self-advertisement, whatever it may be. Prominence may be desired for circumstances connected with art, literature, or the drama. It was probably for this reason that at the final garden party of King Edward's reign the most dandified toilettes were worn by a certain vocalists, a well-known novelist, and a certain lady closely connected with the stage. Apropos to this garden party, let us not forget that it was the discontent expressed by members of the House of Commons with the arrangements made for them that led King Edward to abandon this form of his splendid hospitality.

BOOTS AND SHOES.

When the feet ache the whole body is tired. This is a truth that few will deny. Great, therefore, is the need for well-cut, well-made, comfortable, yet well-fitting, boots and shoes. If chosen too large, they are almost as wearying to the feet as when too small. But this latter is the mistake most often made. Tight shoes are factories for misery, in spite of the contrary impression that might be conveyed by the once well-known rhyme of the "lady with the long white feet" whom the rhymester "chanced to meet," and whose constant moan was "Miserable, oh, miserable," in spite of their length. This season's shoes are, unfortunately, high-heeled, and the skirts of the wearers being very short, there is a rather natural desire to make the feet look as small as possible. Tightness, therefore, is general, and its results only too apparent in an anguished expression and a certain abruptness of tone in conversation, betraying irritability. One of the great secrets of comfort is a sole sufficiently wide to fit the sole of the foot without compression. Another point is moderate height of heel, and a third is adequate length. A well-cut shoe can combine these with an attractive outline, supposing the foot to be fitted has something in the shape of an instep. Lacking that, the matter has difficulties.

THE COLOURED SHOE.

Coloured shoes are about to have an innings deferred till now on account of mourning. The mode walking pumps are grey, brown, blue, or amethyst. In calf we have for choice mole, grey, brown, or blue, and the new favourite antelope is greatly in demand. Glacé and the skirts of the wearers being very short, there is a rather natural desire to make the feet look as small as possible. Tightness, therefore, is general, and its results only too apparent in an anguished expression and a certain abruptness of tone in conversation, betraying irritability. One of the great secrets of comfort is a sole sufficiently wide to fit the sole of the foot without compression. Another point is moderate height of heel, and a third is adequate length. A well-cut shoe can combine these with an attractive outline, supposing the foot to be fitted has something in the shape of an instep. Lacking that, the matter has difficulties.

DRESS IN DU MAURIER'S TIME.

The Du Maurier drawings now exhibited at the Grosvenor Galleries show a graceful and charming period of dress that contrasts very strongly with the present. The skirts falling in natural lines, and without any eccentric rotundity or exiguity show favourably as compared with the ugly and silly frock worn by the women who are not yet properly equipped for having the vote. The bodices, too, followed the lines of the figure. There was none of the loose flappiness that characterises the corsage of the moment, with its large, short waist and no shoulder worth speaking of. At one part of the Du Maurier era, to be sure, a dreadful thing called crinolite completely spoiled the outline of the female fashionable form divine, but the excesses lasted but a season or two. May the North's Ark frock have no more longevity than this!

GOWNS AT HENLEY.

It is a white Henley, so far as dress is concerned, and pink is the pet colour in the hats. An elaborate lingerie frock in lawn and lace and delicate embroidery was worn with a sunbonnet of lilac pink tulle tied with black velvet fastening in a knot at one side. The strings were black velvet, and they hung down the back in true haymaker fashion, the gauged bonnet-tilted forward to shade the eyes. A pinkish mauve Shantung dress and coat, the latter much out away in front, was accompanied by a large white chip hat wreathed round with wisteria and its foliage. Many serge suits were to be seen, and most appropriate were they to the inclemencies of our climate. "You can never go wrong in serge," as a wearer of that useful material remarked, with a shade too much of triumph in her tone, to a friend in muslin who was simply soaked by a sudden shower.

THE BOY IN MILLINERY.

Mammoth bows of ribbon trim plain black straw hats, and with these no other form of ornament is permitted. There would hardly be room! The open-work straws are in favour for their lightness, for it is no easy matter to keep a heavy hat firm from wobbling about on the head when held by half-a-dozen pins, and the wearers of very large hats are in some danger of contracting a nervous jerk, so frequently are they obliged to throw their heads to one side in an effort to adjust the equilibrium of the hat. It was curious, at a crowded garden party the other day, to observe the sidelong angle at which heads were carried through a mass of hats, and the way in which the wearers reduced their height or stood on tiptoes in accord with the stature of the human hatted obstacles before them. Also, in getting into a carriage, the swanlike curve has to be practised,

and sometimes it is managed with considerable grace. By the way, the popularity of the weeping feather is immense. By some it is called the Lancer, by some others the fountain, and by French milliners the plumeuse—X. AND in the Globe.

THE RED CHOW.

(BY H. R. MARRIOTT WATSON.)

The vagaries of fashion among dogs are apt to bewilder the plain man. Indeed, the principles, or lack of principles, of collectors, breeders, fanciers, and their congress are the chief testimony at once to our human mutability and to the continuance of our evolution. There is a disturbing element in the collection that progress only proceeds out of change, and that a potential flux and flow is necessary to produce the best kind of evolution. In America this notion seems to have obtained some sort of recognition, and new engines are scrapped, new buildings are pulled down to make room for newer; while it is understood that as a definite scheme of policy, firms and stores and newspaper offices, and other things, are cleared periodically of their officials, assistants, and hands to make room for new blood.

Perhaps the constantly changing taste in dogs is part of this elementary law. One who is also old enough to remember a generation ago recalls the bristled bull-terrier and the over-frolicsome fox-terrier as the inevitable pet. But we have marched far since then. There are no bow-legged bristled terriers now. The old English mastiff, that once famous breed, has declined so much that at the recent show in the Agricultural Hall only eight specimens appeared. Yet there were a hundred and ten while West Highland terriers, a dog of which I have never heard. On what principle, or lack of principle, does fashion work? In the days of which I speak there was never an exotic name to be found in the dog shows. Now there are as many foreigners as English dogs. No longer does the dog belong exclusively to this country. The Great Dane may be considered naturalised; but what of these Borzoi, Labradors, Samoyeds, Fokingers, Japanese, Schipperkes, Griffons, and alens like unto them? That brings me to my trouble. Do you know the Chow-Chow? I, who have been steadily and obstinately insular in my canine tastes, have recently weakened. I bought a Chow.

There were no indications in the immediate circumstances of his arrival that Rufus would effect such a revolution in the house. His migration was wholly unattended by omens. As a matter of fact, he came in a muffled-down box, about seven of a quiet winter evening, and when the lid was removed he simply sat on his haunches and looked at us quietly. Our house and little room, enjoyed perfect peace. Rufus—it was his obvious name—examined us cautiously, and then at our anxious solicitations broke into a charming smile. Some dogs can grin; only a Chow can smile. This accomplishment of his won all hearts instantly, comprising those of Delia, Gallo, and myself. Gallo is fourteen, very superior and rather hard-headed. Delia I have always regarded as a very womanly woman, but not as specially sentimental. Personally, I pride myself on my common sense, without pretending to be anything out of the way.

It matters not how we came to have the Chow. A Chow is a handsome, fluffy-ruffled sort of dog, red or black, with a head, like a celestialised Teddy bear, and an angelic expression of innocence. That was my first impression. I know more about Chows now. In the matter of pet dogs you must be very careful about food. Delia started by being very careful. She had corresponded every day for a week or two with the lady from whom Rufus came, and two days after Rufus arrived there arrived also some hundredweights of special biscuits packed in bags, which had to be stored in some specially dry, light place. That was all very well, for one expects dogs to eat biscuits, perhaps hundredweights of them. The day afterwards I had trips for my supper. I like trips; it is vulgar. I admired her thoughtfulness on my behalf, and was very nice to her about her self-abnegation. She was very nice to me also, that evening. Two days later I had trips again. Trips are nice, but you can have too much of trips. I felt I was having too much trips, but I was ashamed to say so, for I saw Delia playing with some on her plate. She had refused to touch it hitherto. At the end of the week when trips came up for the third time, I understood. Chows like trips—trips and onions.

I don't intend to give a list of all the things Chows like, only of some that they prefer. Delia tried to get me to eat trips three times a week, because Rufus preferred trips, but I managed to get off more lightly. However, Rufus liked sheep's head, curly, cod, chicken, pig's foot, grass, smoked eel, kipper, Irish stew. The only thing up to date I have found that Rufus doesn't like is oysters, and I fancy that is because he was only offered the beads. No self-respecting Chow would tolerate that. It was after these successive and growing encroachments on my rights as the head of the house that I learned Rufus' secret. It is this. He is a pariah dog (Pi dogs they call them in India). He's to say, no self-respecting Chow ever kept a dog, and all Chinese dogs are pariahs. Rufus' ancestors were pariahs, scavengers; I explained this to Delia after the exasperating experience of having my sole an gratin halved for Rufus, and she would not speak to me for a day and a half. Chows, indeed, will eat anything. Our cat, mysteriously called the Wang by his previous owner, disappeared a fortnight after Rufus appeared. I at once suspected Rufus, and I told Delia so; she denied the charge laughingly and with a display of temper. I guessed Delia's piggin-English poem for evidence.

Hah Chow-chow up and then say he

My wonder where that miscreant be

Delia indignantly asked me to look at him and say such things. I did. Certainly Chows have a divine smile. I thought of Ah Sin. Why didn't I name him Ah Sin? His face, too, was childlike and bland. But where was the Wang?

"Do you mind very much if you don't have a bath to-night?" asked Delia, when I came home drenched and dirty from the hunt. I did very much. But it seemed that Rufus was restless, not very well, had only eaten two outlets and one kipper, and they wanted him to sleep. (N.B.—The noise of running water disturbed him, and his ears were sharp as needles.) I gave up the bath and fed in my dirt. I was getting reckless.

All this you will perceive, was a process of physical degeneration; worse was to follow; moral. Gallo didn't care for much except aeroplaning—in theory, and drawing caricatures, but he became infected with the Chow fever. On the morning of his fourteenth birthday I discovered him talking to Rufus in baby-language. I scolded as I passed by, but he was quite shameless, and invited me to admire the creature. Silence was the only retort possible. Delia was frankly noncommittal from the beginning. She said "Did" and "He was then," and "Kissums," and the usual dotting rubbish all the day. She had an irritating way of talking at me through the dog, somehow after this fashion—

"And did the horrid man frown at you?" or "And was he so cruel as to pass you without

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[612]

talking to you?" There was an afternoon

ruined for work by Gallo's attempts to get a

satisfactory photograph of the—of Rufus, that

is. I had to hold the dog, and tempt him

with a bone, so that his precious picture could

be taken in various adequate attitudes.

But I come to the most distressing results

of this ill-considered purchase. "The Chow,"

said Delia complacently, "is the most affectionate

of dogs."

I dare say he is, but he is not calculated

to secure a peaceful life for his owner. Chows

don't make much noise; they have no bark to

speak of. But they have a bite, within the

first three months of one possessing Rufus there

was a continuous procession of claimants

arriving at our house, beginning with the post-

man, going on with the tradesmen's boys, and

winding up with the policeman.

"That dog of yours—he's bit me."

I got tired of the parrot-like cry. You see,

Rufus, like all Chows, does not advertise himself

or his operations. He doesn't declare war; he

makes it. He's like Germany, and Japan. He

likes sitting under the dining-room table, and

when we have all assembled for lunch or dinner

he walks round under it inquiring into logs.

If he doesn't like a log he bites it. He is a very

suspicious dog. That was how he came to bite

my friend Major Green, who hasn't been to see

me for several months, by the way.

"Hullo! Got a dog here? Didn't know you

had one. What a handsome fellow. May I give

him a bit of— Here you are, old chap."

Rufus took the bit, and then tasted the Major

almost in the same bite. Chows are very

intelligent.

I have given up giving dinners. Rufus'

reputation has spread. His ways are silent and

methodic. No one knows who is to be his next

victim. And so he goes on eating us out of

house and home, and biting our friends' legs, and

smiling his angelic smile. Oh yes!

Ah Sin, for a certainty. —*Pail Mall Gazette*.

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Waterwitch, surveying ship, 620 tons, 450 i.h.p., Lieut. Comdr. E. L. Hancock, Straits Settlements.

Whiting, torpedo boat destroyer, 360 tons, 5 guns, 5,900 i.h.p., Lieut. Comdr. G. B. Harford, Hongkong.

Wildgeese, gunboat, 195 tons, 2 guns, 800 h.p., Lieut. Comdr. H. W. Wilding, Yangtze.

Woodcock, gunboat, 150 tons, 2 guns, 550 h.p., Lieut. Comdr. B. E. Brooke, Yangtze.

Woodrat, gunboat, 150 tons, 2 guns, 550 h.p., Lieut. Comdr. G. E. A. Mulock, Yangtze.

Kaiserin Elisabeth, Austrian protected cruiser, 1,000 tons, 10 guns, 10,000 i.h.p., Northern Waters.

Panther, third class cruiser, 1,530 tons, 10 guns, 10,000 i.h.p., Theodor Skerf Edl. von Schmidt, Northern Waters.

FRENCH.

Achéron, armed cruiser, 1,830 tons, 9 guns, 1,700 h.p., Lieut. Bertrand, Saigon.

Alger, 2nd class cruiser, 4,320 tons, 10 guns, 5,100 h.p., Comdr. de Lamoignon, Hongkong.

Alouette, gunboat, 400 tons, 7 guns, 400 h.p., Comdr. de Lamoignon, Saigon.

Argus, river gunboat, 180 tons, 6 guns, 570 h.p., Lieut. Audouard, Saigon.

Baton Rouge, gunboat, 140 tons, Reserve, Saigon.

Caroline, gunboat, 184 tons, Reserve, Saigon.

Désolée, gunboat, 630 tons, 10 guns, 900 h.p., Lieut. de Lamoignon, Saigon.

Duplex, armed cruiser, 7,578 tons, 26 guns, 17,000 h.p., Saigon.

Désaix, armed cruiser, 7,578 tons, 26 guns, 17,000 h.p., Saigon.

D'Arville, gunboat, Saigon.

Eclair, gunboat, 141 tons, Reserve, Halphong.

Esturgeon, sub-marine, 70 tons, 6 h.p., Lieut. Comdr. Saigon.

Foudre, destroyer, 300 tons, 7 guns, 6,300 h.p., Saigon.

Henri Riviere, river gunboat, 150 tons, 6 guns, 153 h.p., Halphong.

Lynx, sub-marine, 70 tons, 6 h.p., Lieut. Marre, Saigon.

Mouton, armed cruiser, (flagship) 9,67 tons, 56 guns, 19,600 h.p., Rear-Admiral de Lamoignon, Commander-in-Chief.

Manche, surveying ship, 1,625 tons, 10 guns, 800 h.p., Comdr. de la Roche de la Tonche, Saigon.

Mouquet, destroyer, 300 tons, 7 guns, 6,300 h.p., Comdr. de la Roche de la Tonche, Saigon.

Oky, river gunboat, 170 tons, 6 guns, 500 h.p., Lieut. de Lamoignon, Upper Yangtze.

Palme, river gunboat, 130 tons, 4 guns, 220 h.p., Lieut. de Lamoignon, Upper Yangtze.

Peregrine, sub-marine, 70 tons, 6 h.p., Lieut. Monnier, Saigon.

Pistolet, destroyer, 300 tons, 7 guns, 7,000 h.p., Comdr. de Lamoignon, Saigon.

Protée, sub-marine, 70 tons, 6 h.p., Lieut. Moriz, Saigon.

Redoubtable, battleship (reserve), 9,230 tons, 37 guns, 6,200 h.p., Capt. Drouot, Saigon.

Stryx, armed cruiser, 1,800 tons, 8 guns, 1,800 h.p., Lieut. de Lamoignon, Saigon.

Talon, destroyer, 250 tons, 6 guns, 6,500 h.p., Lieut. de Lamoignon, Saigon.

Vanhan, torpedo-boat, Comdr. Morienot, Hongkong.

Vétéran, torpedo-boat, Lieut. Bihel, Cap Saint-Jacques.

Vigilante, river gunboat, 180 tons, 6 guns, 7 h.p., Lieut. Dalmont, Saigon.

Arco, cruiser, 2,719 tons, Captain von Hippel, Amoy.

Hila, gunboat, 1,000 tons, 10 guns, 1,300 h.p., Saigon.

Jaguar, gunboat, 200 tons, 10 guns, 1,300 h.p., Saigon.

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Jaguar, gunboat, 200 tons, 10 guns, 1,300 h.p., Saigon.

Lepais, cruiser, Captain Engel

Luch, gunboat, 850 tons, 10 guns, 1,344 h.p., Captain Batten.

Loharhorst, armed cruiser (flagship), 11,420 tons, 62 guns, 28,000 h.p., Kapitän Zor S. Mass.

Taku, destroyer, 380 tons, 4 guns, and 2 torpedo tubes, 6,040 h.p., Kommandant Kolbe (Hans) Bertram.

Torpedo boat "Sgo", Kapitän Lieut. Herden.

Tiger, gunboat, 390 tons, 10 guns, 1,300 h.p., Captain J. B. B.

Tinghai, gunboat, 170 tons, 5 guns, 1,300 h.p., Captain Bosa.

Vatanland, gunboat, 170 tons, 5 guns, 500 h.p., Captain Tonsa.

ITALIAN.

Calabria, protected cruiser, 2,428 tons, 26 guns, 4,000 h.p., Capitano Mario Cossentino di Jorjenu.

Paglia, protected cruiser, 2,488 tons, 26 guns, 4,000 h.p., Capitano Gualtiero Vignani Marchese Lorenzo.

PATRIS, gunboat, 700 tons, Captain J. A. Rocco.

Eschla D. America, cruiser, 1,800 tons, Captain C. Lima.

Vasco D. Gama, cruiser, 3,030 tons, Captain Augusto Jose da Almeida.

UNITED STATES.

Barry, destroyer, 420 tons, Ensign Edmund S. Root, Cavite.

Callan, gunboat, 243 tons, Ensign J. R. Morrison, Hongkong.

Chamorro, destroyer, 420 tons, Ensign I. N. McNeil, Cavite.

Chastanooga, cruiser, 3,290 tons, Commander John D. McDermott, Shanghai.

Cleveland, cruiser, 3,290 tons, Commander Hugh Rodman, Shanghai.

Charleston, battle ship (flagship), 9,700 tons, 58 guns, 21,000 h.p., Comdr. John H. Gibbins, Shanghai.

Dale, destroyer, 420 tons, Lieut. Herbert H. Michael, Cavite.

Denver, cruiser, 3,290 tons, Comdr. Edward E. Galveston, cruiser, 3,290 tons, Commander John A. Hoegeworth, Manila.

Helen, gunboat, 1,382 tons, Comdr. Benbow.

Hohela (station ship), Commander G. E. Salisbury.

Montevideo, monitor, 4,000 tons, Lt. D. W. Todd, Olongapo.

Pennsylvania, armed cruiser, 13,850 tons, Capt. A. Ward, Cavite.

Rainbow (Rear-Admiral's flagship), flag-ship, Comdr. E. F. Wright, Shanghai.

Villalobos, gunboat, 370 tons, Lt. A. Andrews, Hongkong.

Wilmington, gunboat, 1,890, Comdr. Edward Lloyd, Hongkong.

Araguay, gunboat, Lieut. Comdr. Matt H. Signer.

Mindoro, gunboat, Lieut. George M. Baum.

Paraguay, gunboat, Ensign Roy L. Lowman.

Samar, gunboat, Ensign W. C. L. Siles.

Salandriga, destroyer, 7 guns, and 2 torpedo tubes, Ensign Lloyd W. Townsend.

Peterson, 125 tons, 190 h.p., Ensign K. K. N.

Whiting, 125 tons, 190 h.p., Ensign Theodore G. Eliyan.

August 4th, 1910.

The Prices are given in Dollar Cents.

Burmese Rice.

Mien Lung Pa Yau—Best, 20.

Mien Lung Pa Yau—Good, 18.

Mien Lung Pa Yau—Fair, 16.

Mien Lung Pa Yau—Poor, 14.

Mien Lung Pa Yau—Worst, 12.

Mien Lung Pa Yau—Best, 20.

Mien Lung Pa Yau—Good, 18.

Mien Lung Pa Yau—Fair, 16.

Mien Lung Pa Yau—Poor, 14.

Mien Lung Pa Yau—Worst, 12.

Mien Lung Pa Yau—Best, 20.

Mien Lung Pa Yau—

AUCTIONS

BY ORDER OF THE MORTGAGEE.

PUBLIC AUCTION.

MR. GEO. F. LAMBERT has received instructions to sell by PUBLIC AUCTION, On THURSDAY, the 11th day of August, 1910, at 3 o'clock in the afternoon, at his SALE ROOM, in Duddell Street, Victoria, Hongkong.

The following VALUABLE LEASEHOLD PROPERTY, situated at Victoria aforesaid, viz.:

All that Piece or Parcel of ground situate at Victoria aforesaid registered in the Land Office as Inland Lot No. 107, together with the messuages thereon known as Nos. 39, 41, 43, 45, and 47, Hollywood Road and Nos. 43, 50, 52, 54, 56, 58, 60 and 62, Lyndhurst Terrace, Area 9824 square feet, Term 999 years from 8th May, 1852. Annual Crown Rent, \$15.

The Purchaser of the Property can obtain an advance on Mortgage thereof to the extent of \$100,000 on application to MESSRS. JOHNSON, STOKES & MASTER, the Vendor's Solicitors. For further particulars and conditions of sale apply to—

MESSRS. JOHNSON, STOKES & MASTER, Prince's Buildings, Ice House Street, Solicitors for the Vendor, or to

MR. GEO. F. LAMBERT, The Auctioneer.

Hongkong, 28th July, 1910. [877]

BY ORDER OF THE MORTGAGEE.

PUBLIC AUCTION.

MR. GEO. F. LAMBERT has received instructions to sell by PUBLIC AUCTION, On FRIDAY, the 12th day of August, 1910, at 3 o'clock in the afternoon, at his SALE ROOM in Duddell Street, Victoria, Hongkong.

The following VALUABLE LEASEHOLD PROPERTIES situate at Victoria aforesaid, viz.:

LOT 1. All that Piece or Parcel of ground known and registered in the Land Office as SECTION E of MARINE LOT No. 116, together with the messuages erections and buildings thereon known as No. 5, Stone Nullah Lane, Area 920 square feet. Term 999 years. Annual Crown Rent \$14.93.

LOT 2. All that Piece or Parcel of ground known and registered in the Land Office as SECTION F of MARINE LOT No. 116, together with the messuages erections and buildings thereon known as No. 3, Stone Nullah Lane, Area 920 square feet. Term 999 years. Annual Crown Rent \$14.93.

LOT 3. All that Piece or Parcel of ground known and registered in the Land Office as SECTION G of MARINE LOT No. 116, together with the messuages erections and buildings thereon known as No. 1, Stone Nullah Lane, Area 943 square feet. Term 999 years. Annual Crown Rent \$15.75.

For further particulars and conditions of sale apply to—

MESSRS. JOHNSON, STOKES & MASTER, Prince's Buildings, Ice House Street, Solicitors for the Vendor, or to

MR. GEO. F. LAMBERT, The Auctioneer.

Hongkong, 1st August, 1910. [890]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, On TUESDAY and WEDNESDAY, the 16th and 17th August, 1910, at 10 A.M. each day, at H. M. NAVAL BUILDINGS, SUNDAY OFF and SURPLUS, NAVAL AND VICTUALING STORES, comprising:

OLD and SURPLUS NAVAL STORES: CHAINS, WOOD BLOCKS, HOSES, TOOLS, OLD IRON and METALS, OLD MACHINERY, ELECTRIC CABLE and GEAR, WOOD BOXES, LEATHER, COAL SACKS, OLD INDIA RUBBER, OLD BOATS, FURNITURE, CARPETS, SURGICAL INSTRUMENTS, CORDAGE, PAPERSTUFF, &c., &c.

OLD and SURPLUS VICTUALING STORES: PROVISIONS, Seamen's CLOTHING, BLANKETS, MESS TRAPS, IMPLEMENTS, STAVES, and a quantity of ELECTRO-PLATED ARTICLES, &c., &c.

Catalogues will be issued. Lots will be on View on afternoon of August 15th.

TERMS OF SALE:—As Customary. HUGHES & HOUGH, Government Auctioneers.

Hongkong, 3rd August, 1910. [900]

CLARKE'S B. 41 PILLS.

A warranted cure for all acquired or constitutional Disorders of the Urinary Organs in either sex. These famous Pills also cure Gravel, Gout in the Back and all Kidney Disorders, from mercury. Forty years' success. Sold by all Chemists and Storekeepers throughout the world.

BEKANNTMACHUNG.

DIE antiken, Bekanntmachungen des Kaiserlich Deutschen Konsulats in Canton werden während des Jahres 1910 im OSTERASIATISCHEN LLOYD der CANTON WEEKLY NEWS und nach Bedarf auch in der HONGKONG DAILY PRESS veröffentlicht werden.

KAISERLICH DEUTSCHES KONSULAT.

Canton, den 15. Dezember, 1909. [1544]

BEKANNTMACHUNG.

DIE Bekanntmachung aus dem diesseitigen Handelsregister, sowie andere gesetzlich vorgeschriebene Veröffentlichungen werden im Jahre 1910 durch den

"OSTASIATISCHEN LLOYD" und die

"HONGKONG DAILY PRESS" erfolgen.

KAISERLICH DEUTSCHES KONSULAT.

Swatow, den 16. Dezember 1909. [1537]

BEKANNTMACHUNG.

DIE antiken Veröffentlichungen des Konsulats Pakhoi-Hoihow werden im Jahr 1910 durch den

"OSTASIATISCHEN LLOYD" und die

"HONGKONG DAILY PRESS" erfolgen.

KAISERLICH DEUTSCHES KONSULAT.

Pakhoi, den 24. Dezember 1909. [1568]

HONGKONG SHARE MARKET.

Messrs. Vernon & Smyth in their weekly share report dated 5th August state:—

Business generally has continued dull throughout the past week, and there is little of interest to report in either local stocks or Batters. Fine Hard Para Rubber, per private wire, closes in London at 8/9 per lb., a decline of 6/10 on the week. Bar silver is quoted at 24 3/4 per oz, and Sterling T.T. at 1/9 3/4. Shanghai T.T. has advanced to 7 3/4, and the bank's buying rate for 3 d/s bills to 7 3/4.

BANKS.—Hongkong and Shanghai have again been fixed at \$950 and \$952, and at the former rate more shares can be placed. London is unchanged at \$29 10/16. National continues in request at \$75 after a small sale at \$78.

MARINE INSURANCES.—Unions after further small sales at \$350 close easier with sellers at the rate. North China continues in request at Tls. 115, and there is also a small demand for Yangtze at quotation. Canton has been booked at \$170.

FIRE INSURANCES.—Hongkong continues on offer at \$350, but no business is reported. A small sale of China at \$112 has been put through, but at this there are no sellers.

SHIPPING.—Hongkong, Canton and Macao have ruled easier with sellers at \$32, but at \$32 there are buyers. Indo-China, China and Manila, Douglas, and Star Ferry are all unchanged and without business. Shell Transports have been booked at 98 and 96 1/2, closing with buyers at the reduced rate of 84.

REFINERIES.—China Sugars and Luzons are unchanged at last quotations, and without business.

MINING.—Chinese Engineerings have sold and have further buyers at Tls. 15. Kaibai have been booked and are in further request at \$71.

DOCKS, WHARVES, AND GOROWNS.—Hongkong & Whampoa Docks have again been booked at \$50, at which rate the market closes steady. Kowloon Wharves after sales at \$52 1/2 advanced to \$54, but at this rate shares are procurable. There are no changes or business to report in other stocks under this head.

LANDS, HOTELS AND BUILDINGS.—Hongkong Lands have been the medium of a fair business at \$98 1/2 or dividend, and a few more shares are available at the rate. Kowloon Land have been bought at \$32 and are in further request. West Point can be placed at \$39 ex dividend. Hongkong Hotels close quiet at \$104 and \$92 for the old and new issues, respectively. There are sellers of Humphry's Estates at \$8 1/2 after sales at the rate and at \$8.15. Shanghai Lands have improved in the North to Tls. 112.

COTTON MILLS.—Hongkong has improved to \$4 1/2 buyers, and it is probable that a slightly higher rate would be paid for a small parcel. We have no changes in quotations or local business to report in the Northern Mills.

MISCELLANEOUS.—China Providents are in request at \$8 after sales at \$8 1/2. Dairy Farms have been booked at \$19 1/2, Electricity at \$19 1/2 and \$20, and Watson's at \$7. There are buyers of Lees at \$135, Union Water at \$7 1/2, and South China Morning Post at \$26. Cement are on offer at \$6 1/2. China Borneo at \$11 1/2. China Lights at \$140. United Asbestos at \$9 1/2. Powell's at \$2 1/2.

REMARKS.—Small sales have been effected during the week of Medicines at 8 and 7 1/2. Castles at 120, Singapore Paras at 62 1/2, Allagars at 6 1/2 and 6, and London Ventures at 6 1/2. At the close the market is met with a tendency towards weakness. The following are the latest London quotations to hand to-day—middle prices:—

Highlands and Lowlands	129 1/2
Leadbury	78 1/2
London Asiatic	136
London Ventures	6 1/2
United Serdangs	130 1/2
Allagars	6 1/2
Batu Tiga	107 1/2
Cheviots	33 1/2 prem
Latus	19 1/2
Eastern and International Trusts	25 1/2 prem

THE ANNEXATION OF KOREA.

The annexation of Korea seems now to be a foregone conclusion. It is reported to have been decided at a Cabinet meeting that Korean finances shall be placed on an independent basis after the annexation of the peninsula. Funds will be borrowed from the general finance of the Japanese Government, as required, and at the same time a sweeping reform in the administration of the Residency-General will be introduced, thus economizing administrative expenditure. The additional expenditure resulting from the annexation is estimated at about ¥12,000,000. This sum includes the administration of military, educational, engineering, and communications works, the greater portion representing salaries of officials.—Japan Chronicle.

THE NEW TARIFF.

ACTION BY JAPANESE CHAMBERS OF COMMERCE.

The Osaka Asahi notes that the new Japanese Customs has provoked loud complaints from the London and Manchester Chambers of Commerce, and the expression of their views on the tariff gave the spur to the British Government to take action. This is the signal to the favour British merchants have so long enjoyed, and is an act of ingratitude (to no one's shock) for the purpose of assuaging to some extent the painful effect of the increased tariff. For this reason the complaints are not worth listening to. But, continues the Osaka journal, Japanese Chambers of Commerce should not remain silent. The Osaka Chamber of Commerce considers it necessary to try to remove the misunderstanding on the part of the British merchants by publishing its views on the question or by any other suitable means. At to-day's general meeting the members of the Chamber are to consider the proposal. It is recommended by some that all the other Chambers of Commerce should should study the means of protesting against the complaint. The tone of the Osaka journal's comment is given above is interesting and instructive. We (Japan Chronicle) wish the Osaka Chamber of Commerce all success in "removing the misunderstanding of British merchants," but how that misunderstanding is to be removed in face of the solid fact of the tariff we do not understand. The Japanese Government and its official organs in the Press have made an attempt at doing this by endeavouring to show the British public that in view of the existence of an inoperative Statutory Tariff, the new Japanese rates were really lower instead of being higher. As the Government has failed to convey conviction to the minds of British manufacturers by this remarkable contention, we scarcely think the Osaka Chamber of Commerce is likely to be successful. By the way, if the lower duties of the Conventional Tariff formed a concession for which British merchants should be grateful, how much more grateful the Japanese should be to Great Britain for admitting all Japanese products free of duty?



HER BRIGHTEST DAY.

For every woman is the day when she looks well, feels well and is well; but with most of the fair sex such days are rare.

Instead, they suffer from a painful languor, have a terrible weakness in the back, headaches that make everything seem blurred and a constant aching in the limbs. These and other trials afflict the fair sex, all through lack of the Good New Blood nature is calling for.

Dr. Williams' Pink Pills for Pale People have given the joy of real robust health to thousands of women happy to-day, because these Pills actually create Rich, Red Blood that makes weak ones well and strong. This has been proved over and over again.

"It was about nine years ago that my wife first showed symptoms of blood-poverty. Then she became exceedingly thin, her complexion was pale and sallow, the least exertion exhausted her completely. Her appetite was bad and her sleep restless. For fully six years she remained in this unhappy condition of health."

"It was from a friend that my wife heard one day about Dr. Williams' Pink Pills; and was thus persuaded to try them. After the use of a few bottles she felt her condition improving, and by the time she had taken eight bottles she was perfectly restored to health. Thus, a comparatively short course of these Pills completely cured my wife of a distressing malady which had been afflicting her for fully six years, and since then—that is to say, for the past three years—she has not had the least return of her former troubles."

The above statement was made by Mr. L. Hessel of Tegay, Java, at the desire of his wife, for the express purpose that it should be published for the guidance of all bloodless, weak and nervous women.

Dr. Williams' Pink Pills for Pale People have cured countless cases of Anemia, Debility, Blood Disorders, Indigestion, Liver Complaints, Rheumatism, Sciatica, Lumbago, Malaria, Paralysis, Beri-Beri, Nervous Troubles and Ladies' Ailments. Obtainable from most medicine dealers, also direct from the Dr. Williams' Medicine Co., 84, Southview Road, Shanghai, 1 bottle for \$1.50, 6 bottles for \$8 post free. Remember, the Pills that cure are

DR. WILLIAMS' PINK PILLS.

IRON CLADS OF THE AIR.

AEROPLANES TO TRAVEL 100 MILES AN HOUR.

The flying week at Rheims concluded on July 16th with a brilliant display and the breaking of many records. This meeting has marked an immense progress in aviation, and has been a triumph for the monoplane. Labourers, who on July 9th won the competition for distance by a flight of 212 miles on an Antoinette, is a cousin of Hubert Latham, and is only twenty-one years old. He has given a very interesting account of an airman's mentality. He had just landed after a four hours' flight and was asked whether he was hungry.

"Oh, no," he said, "I took my luncheon up with me. I knew that I should be up a long time. I took up some bread, some chocolate, some cake, and some fruit. I hope I did not hurt anybody with my cherry-stones."

"Did you really eat up there?" he was asked. "Of course I did—so past the time. The first hour passed quickly enough, but I began to get sick of it soon afterwards, and as I was hungry I made a hearty meal."

"I could not count the number of times I went round the course, but I watched the signal on the judge's stand, and got as interested as I could in that. When the ball went up to show that I had broken the record, I wished I had taken up a bottle of champagne to celebrate the occasion. I think I could have opened it, for you do not need your hands all the time, you know. But I feasted on chocolate, cake, and fruit, and felt very happy."

An expert tells me that the technical result of this meeting in the air, at which records have been broken with the rapidity of eggs in a shooting gallery, will very likely be the construction of metal-framed aeroplanes on which very powerful motors will be fitted. These travelling as they will, at a hundred miles an hour or more, will be independent of air currents and gusts of wind if their framework be strong enough, but they will be very dangerous things to bring to earth when the motors stop.

A noteworthy feat was the extraordinary speed-dash by M. Morane on his new racing Hélicopt. He attained a speed of sixty-four miles an hour. This is the first occasion on which an aeroplane has been timed to do more than a mile a minute.

M. Labouchère beat the world's record not only for distance but for duration. After making a record for 155 1/2 miles in 3 hrs. 24 mins. 45 seconds, and for 188 1/2 miles in 4 hrs. 14 mins., he went on and covered 212 miles, remaining in the air 4 hrs. 37 mins. 45 seconds. This is the greatest distance ever covered in a single flight, and the longest time any aviator has kept the air at one spell.

Two passenger-carrying records were beaten by Hélicopt pilot, Morane, with two others on board, flying fifty-five miles, and Auburn, with one passenger, covering fifty miles.

The Baroness de Laroche is better and although the doctors hesitate to say that she is out of danger, they have great hopes of her recovery although she will probably be a cripple for life and will never fly again.

CHURCH SERVICES.

PEAK CHURCH.—Holy Communion 8 a.m. every Sunday.

St. Peter's Church, Queen's Road, West.—11th Sunday after Trinity. 7th August, 1910. 11 a.m. Preacher, Rev. G. R. Thompson, M.A.; Venio, Elvey; Paulus, Langdon, Collection; Hosley and Trent, To Deum, Hayes, Russell and Stainer; Kyrie, Mendelssohn; Hymns, 50, 302, 310 and 363. Holy Communion, 12.15 p.m. 6.30 p.m. Preacher, Rev. A. P. Crofton, M.A.; Psalm, Goss; Magnificat, Jones, (12th a.m.); Nunc Dimittis, Baraby, (7th p.m.); Hymns, 268, 260, 327 and 26.

The Church launcs "Dayspring" will call on ships carrying white crews to bring friends ashore to the Services between 9.15 and 10.30 a.m. and between 5.15 and 6 p.m. (Kowloon Police Pier 10.30 and 6; returning afterwards). The "Answering Prayers" is the call day. All the settings are free and unappropriated. Visitors welcome. Books, &c., provided. Sunday school 10 to 10.45 p.m.

St. John's Cathedral, Hongkong. 11th Sunday after Trinity, August 7th. Holy Communion (9.15 a.m.) Matins (11 a.m.) National Anthem; Responses, Venio, Elvey; Paulus, Of the 7th morning; To Deum, Gaby in E flat; Jubilate, Gaby (2nd morning); Anthem, "Lord God of Abraham" and "Cast thy burden"; Mendelssohn. Holy Communion (12 noon.) Kyrie, Adhan in F; Hymns, 167 and 242; Preacher, The Bishop of Victoria. N.B.—Psalm 35, verses 1, 2, 9, 17, 18, 23 and 24 unison; 36, verses 1, 2, 9 and 10 in unison. Hymn 242, verses 6 in unison.

Hongkong (4.45 p.m.)—Responses, Venio, Paulus, Hymns, 238, 172 and 300. N.B.—Psalm 87, verses 1, 2, 13, 20 and 40 in unison.

Union Church, Kennedy Road.—Minister—Rev. C. H. Hickling, 11 a.m. Worship, Hymn, 123, 106 and 227, Psalm 36 (London Nov.) Anthem, "I will lift up mine eyes." 6 p.m. Wor-ship. Hymns, 17, 262, 270 and 385.

St. Andrew's Church, Kowloon. 11th Sunday after Trinity, 7th August, 1910. Holy Communion at 8 a.m., and also at noon. Morning Service at 11 a.m. Evening Service at 6 p.m. Sunday school at the Vicarage at 10 a.m.

TOWN DESTROYED BY FIRE.

Campbellton, a lumber town in northern New Brunswick, has been destroyed by fire. Communication is cut off, but according to reports only two houses are standing.

The fire started in the afternoon of July 11th at the Richmond mills, at the back of the town, and spread towards the centre, destroying the Royal Bank and the Bank of Nova Scotia. The churches, the hospital, five mills, the opera house, the foundry, and all the dwelling-houses and stores of the inter colonial station were included in the catastrophe.

Feared by a strong north-west wind, the fire passed on through the town, destroying the buildings on both sides of the railway and the railway track itself for four miles.

Four thousand men, women, and children are homeless, and one child, named Doyle, was suffocated. It is reported, but without confirmation, that seven men were killed by an explosion of dynamite at Alexander's store. The loss is estimated at \$400,000.

The above statement was made by Mr. L. Hessel of Tegay, Java, at the desire of his wife, for the express purpose that it should be published for the guidance of all bloodless, weak and nervous women.

Dr. Williams' Pink Pills for Pale People have cured countless cases of Anemia, Debility, Blood Disorders, Indigestion, Liver Complaints, Rheumatism, Sciatica, Lumbago, Malaria, Paralysis, Beri-Beri, Nervous Troubles and Ladies' Ailments. Obtainable from most medicine dealers, also direct from the Dr. Williams' Medicine Co., 84, Southview Road, Shanghai, 1 bottle for \$1.50, 6 bottles for \$8 post free. Remember, the Pills that cure are

DR. WILLIAMS' PINK PILLS.

IRON CLADS OF THE AIR.

AEROPLANES TO TRAVEL 100 MILES AN HOUR.

The flying week at Rheims concluded on July 16th with a brilliant display and the breaking of many records. This meeting has marked an immense progress in aviation, and has been a triumph for the monoplane. Labourers, who on July 9th won the competition for distance by a flight of 212 miles on an Antoinette, is a cousin of Hubert Latham, and is only twenty-one years old. He has given a very interesting account of an airman's mentality. He had just landed after a four hours' flight and was asked whether he was hungry.

"Oh, no," he said, "I took my luncheon up with me. I knew that I should be up a long time. I took up some bread, some chocolate, some cake, and some fruit. I hope I did not hurt anybody with my cherry-stones."

"Did you really eat up there?" he was asked. "Of course I did—so past the time. The first hour passed quickly enough, but I began to get sick of it soon afterwards, and as I was hungry I made a hearty meal."

"I could not count the number of times I went round the course, but I watched the signal on the judge's stand, and got as interested as I could in that. When the ball went up to show that I had broken the record, I wished I had taken up a bottle of champagne to celebrate the occasion. I think I could have opened it, for you do not need your hands all the time, you know. But I feasted on chocolate, cake, and fruit, and felt very happy."

An expert tells me that the technical result of this meeting in the air, at which records have been broken with the rapidity of eggs in a shooting gallery, will very likely be the construction of metal-framed aeroplanes on which very powerful motors will be fitted. These travelling as they will, at a hundred miles an hour or more, will be independent of air currents and gusts of wind if their framework be strong enough, but they will be very dangerous things to bring to earth when the motors stop.

A noteworthy feat was the extraordinary speed-dash by M. Morane on his new racing Hélicopt. He attained a speed of sixty-four miles an hour. This is the first occasion on which an aeroplane has been timed to do more than a mile a minute.

M. Labouchère beat the world's record not only for distance but for duration. After making a record for 155 1/2 miles in 3 hrs. 24 mins. 45 seconds, and for 188 1/2 miles in 4 hrs. 14 mins., he went on and covered 212 miles, remaining in the air 4 hrs. 37 mins. 45 seconds. This is the greatest distance ever covered in a single flight, and the longest time any aviator has kept the air at one spell.

Two passenger-carrying records were beaten by Hélicopt pilot, Morane, with two others on board, flying fifty-five miles, and Auburn, with one passenger, covering fifty miles.

The Baroness de Laroche is better and although the doctors hesitate to say that she is out of danger, they have great hopes of her recovery although she will probably be a cripple for life and will never fly again.

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VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections, commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., via USUAL PORTS OF CALL	ASSAYE	Brit. str.	—	Owen Jones, R.N.S.	P. & O. S.N. Co.	To-day, at Noon.
LONDON & ANTWERP	POONA	Brit. str.	—	A. E. Vine, R.N.S.	P. & O. S.N. Co.	On 14th inst., at 4 P.M.
ROTTERDAM, HAMBURG & ANTWERP	CARDIGANSHIRE	Ger. str.	k. w.	W. O. Tyers	JARDINE, MATHESON & Co., Ltd.	On 10th inst.
ROTTERDAM, HAMBURG & ANTWERP	OSGOWIA	Ger. str.	k. w.	Sachs	HAMBURG-AMERICA LINE	On 9th inst.
ROTTERDAM, HAMBURG & ANTWERP	SAMBIA	Ger. str.	k. w.	Müller	HAMBURG-AMERICA LINE	On 10th Sept.
COPENHAGEN & ST. PETERSBURG	INDIEN	Dan. str.	—	—	MELCHERS & Co.	End of Aug.
HAYRE & HAMBURG via STRAIT	SCANDIA	Ger. str.	k. w.	v. Dohren	HAMBURG-AMERICA LINE	On 13th inst.
HAYRE & HAMBURG via ST.	SLAVONIA	Ger. str.	k. w.	Peter	HAMBURG-AMERICA LINE	On 20th inst.
HAYRE & HAMBURG via ST.	SPEZIA	Ger. str.	k. w.	Fass	HAMBURG-AMERICA LINE	On 10th Sept.
MARSEILLES, LONDON & ANTWERP	WAKASA MARU	Jap. str.	—	N. Nielsen	NIPPON YUSEN KAISHA	On 16th inst., at 4 P.M.
MARSEILLES, LONDON & ANTWERP	POLYNESIA	Brit. str.	—	Dr. Bruns	MESSAGERIES MARITIMES	On 17th inst., at 1 P.M.
MARSEILLES, LONDON & ANTWERP	ATSUTA MARU	Jap. str.	—	Wm. Thomson	NIPPON YUSEN KAISHA	On 17th inst., at D'light
MARSEILLES, LONDON & ANTWERP	HYACINTH MARU	Jap. str.	—	N. Matheson	NIPPON YUSEN KAISHA	On 31st inst., at D'light
MARSEILLES & HAMBURG via STRAITS	SAKONIA	Ger. str.	k. w.	Bahle	HAMBURG-AMERICA LINE	On 31st inst.
NA PLES, GENOA, ALGIERA, GIBRALTAR, &c.	KLIENT	Ger. str.	—	O. Pahnke	MELCHERS & Co.	On 10th inst., at Noon
TIENTSIN, &c., via SINGAPORE, &c.	SILESIA	Aus. str.	—	E. Radonich	SANDER, WIELER & Co.	On 27th inst., at Noon
NEW YORK	BRANEA	Brit. str.	—	—	DODWELL & Co., Ltd.	About 26th
BOSTON & NEW YORK via PORTS & SUZ CANAL	ALBENGA	Ital. str.	k. w.	Lorenzen	CARLOWITZ & Co.	About 17th inst.
VANCOUVER via SHANGHAI, JAPAN, &c.	WEAT CASTLE	Am. str.	—	—	SHEWAN, TOMES & Co.	To-day, at 5 P.M.
VANCOUVER via SHANGHAI, JAPAN, &c.	EMPEROR OF JAPAN	Brit. str.	—	—	CANADIAN PACIFIC R. Co.	To-day, at 6 P.M.
VICTORIA, B.C. & SEATTLE via KEELUNG, &c.	MONTEAGLE	Brit. str.	2 m.	S. Ishikawa	CANADIAN PACIFIC R. Co.	On 16th inst., at Noon
TACOMA via KEELUNG & JAPAN	AWA MARU	Jap. str.	—	K. Sato	NIPPON YUSEN KAISHA	On 13th Sept., at 4 P.M.
CALLAO IQUIQUE, &c., via JAPAN PORTS, &c.	TAMBA MARU	Jap. str.	—	I. Goto	OSAKA SHOSHU KAISHA	On 10th inst., at Noon
AUSTRALIAN PORTS via MANILA	SARONIA MARU	Jap. str.	—	—	TOKYO KISEN KAISHA	On 25th inst., at Noon
AUSTRALIAN PORTS via MANILA	KITO MARU	Jap. str.	—	—	MELCHERS & Co.	On 15th inst., at 5 P.M.
AUSTRALIAN PORTS via MANILA	PUINZ WALEMAR	Ger. str.	—	F. Isoko	BUTTERFIELD & SWIRE	On 31st inst., at 4 P.M.
AUSTRALIAN PORTS via MANILA	TAIWAN	Brit. str.	1 m.	L. Dawson	NIPPON YUSEN KAISHA	On 2nd Sept., at Noon
AUSTRALIAN PORTS via MANILA	KUMANO MARU	Jap. str.	—	M. Winkler	NIPPON YUSEN KAISHA	On 30th Sept., at Noon
AUSTRALIAN PORTS via MANILA	YAWATA MARU	Jap. str.	—	T. Sekino	NIPPON YUSEN KAISHA	On 18th inst., at Noon
Kobe & YOKOHAMA	KITANO MARU	Jap. str.	—	F. E. Cope	MELCHERS & Co.	About 23rd inst.
Kobe & YOKOHAMA	PRINZ SIGISMUND	Ger. str.	—	T. Sekino	NIPPON YUSEN KAISHA	On 31st inst., at Noon
NAGASAKI, Kobe & YOKOHAMA	YAWATA MARU	Jap. str.	—	Zwart	JAVA-CHINA-JAPAN LINE	Quick despatch.
JAPAN	TILANAP	Jap. str.	—	Kendie	BUTTERFIELD & SWIRE	On 9th inst., at 4 P.M.
CHEFOO & NEWCHANG	NANCHANG	Brit. str.	1 m.	F. Forney	JARDINE, MATHESON & Co., Ltd.	On 16th inst., at 4 P.M.
CHEFOO & TIENTSIN	CHIPPING	Brit. str.	—	E. Mooney	JARDINE, MATHESON & Co., Ltd.	To-morrow, at Daylight
TIENTSIN via SWATOW, W. SHAIWEI, &c.	HONGKONG	Brit. str.	—	A. E. Sandbach	BUTTERFIELD & SWIRE	To-morrow, at Daylight
SHANGHAI via SWATOW	LIAN	Brit. str.	1 m.	C. Lindbergh	BUTTERFIELD & SWIRE	On 9th inst., at 3 P.M.
SHANGHAI, Kobe & MOJI	ARRATON APCAR	Brit. str.	—	W. D. A. Thomas	DAVID SASSOON & Co., Ltd.	On 9th inst., at Noon
SHANGHAI, Kobe & MOJI	CROTHAN	Brit. str.	—	M. Courtney	JARDINE, MATHESON & Co., Ltd.	About 10th inst.
SHANGHAI, NAGASAKI, Kobe & YOKOHAMA	GOEBEN	Ger. str.	—	G. Boite	OSAKA SHOSHU KAISHA	On 11th inst., at 10 A.M.
SHANGHAI via SWATOW, AMOY & FOCHOW	CHOSHUN MARU	Jap. str.	—	T. Suga	BUTTERFIELD & SWIRE	On 11th inst., at 4 P.M.
SHANGHAI	CHIHUA	Brit. str.	1 m.	W. W. Cooke, R.N.S.	P. & O. S.N. Co.	About 11th inst.
SHANGHAI, Kobe & YOKOHAMA	PERA	Ger. str.	—	A. Harris	HAMBURG-AMERICA LINE	On 12th inst.
SHANGHAI, Kobe & YOKOHAMA	SPECIAL	Ger. str.	k. w.	Y. Nomura	MESSAGERIES MARITIMES	On 15th inst., P.M.
SHANGHAI, Kobe & YOKOHAMA	VILLE DE LA CROIX	Frean. str.	—	S. Barchan	NIPPON YUSEN KAISHA	On 17th inst.
SHANGHAI, Kobe & YOKOHAMA	TORA MARU	Jap. str.	—	—	P. & O. S.N. Co.	About 18th inst.
SHANGHAI, Kobe & YOKOHAMA	ARADIA	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 19th inst., at Noon
SHANGHAI, Kobe & YOKOHAMA	FOESANG	Brit. str.	—	—	HAMBURG-AMERICA LINE	On 26th inst.
SHANGHAI, Kobe & YOKOHAMA	ALBESIA	Ger. str.	k. w.	—	MELCHERS & Co.	To-morrow.
YEDDO	YEDDO	Dan. str.	—	J. P. van Emmerick	JAVA-CHINA-JAPAN LINE	Quick despatch.
SHANGHAI	TUBODAS	Dut. str.	—	H. Murayama	OSAKA SHOSHU KAISHA	On 17th inst., at 10 A.M.
ANPING via SWATOW & AMOY	SOSHI MARU	Jap. str.	—	Y. Kikuraki	OSAKA SHOSHU KAISHA	To-morrow, at 10 A.M.
TAMUI via SWATOW & AMOY	DAIWIN MARU	Jap. str.	—	H. E. Dowall	DODWELL & Co., Ltd.	On 23rd inst.
AMOY & KEELUNG via VICTORIA, VANCOUVER, B.C. &c.	REDHILL	Brit. str.	2 h.	A. H. Stewart	DOUGLAS LAFRAIK & Co.	To-morrow, at 10 A.M.
SWATOW	HAITAN	Brit. str.	2 h.	J. W. Evans	DOUGLAS LAFRAIK & Co.	On 9th inst., at 10 A.M.
SWATOW, AMOY & FOCHOW	HAITANG	Brit. str.	2 h.	A. E. Hodgins	DOUGLAS LAFRAIK & Co.	On 12th inst., at 10 A.M.
SWATOW, AMOY & FOCHOW	HAICHING	Brit. str.	2 h.	W. C. Passmore	DOUGLAS LAFRAIK & Co.	On 16th inst., at 10 A.M.
MANILA	ZAVIRO	Brit. str.	—	A. Fraser	SHEWAN TOMES & Co.	To-day, at Noon
MANILA	YUENSHANG	Brit. str.	—	P. H. Rolfe	JARDINE, MATHESON & Co., Ltd.	On 12th inst., at 4 P.M.
MANILA	RUBI	Brit. str.	—	R. Rodger	SHEWAN, TOMES & Co.	On 13th inst., at Noon
MANILA	LOONGSANG	Brit. str.	—	S. J. Payne	JARDINE, MATHESON & Co., Ltd.	On 19th inst., at 4 P.M.
MANILA	TAMING	Brit. str.	1 m.	F. Semblil	BUTTERFIELD & SWIRE	On 9th inst., at 3 P.M.
KUDAT & SANDAKAN	BOENKO	Ger. str.	—	T. Yanaka	MELCHERS & Co.	End of Aug.
BOMBAY via SINGAPORE & COLOMBO	BOMBAY MARU	Jap. str.	—	S. H. Nelson	NIPPON YUSEN KAISHA	On 9th inst.
SINGAPORE, PENANG & CALCUTTA	ARRATON APCAR	Brit. str.	—	Bradley	DAVID SASSOON & Co., Ltd.	On 10th inst., at Noon
SINGAPORE, PENANG & CALCUTTA	KUSSANG	Brit. str.	—	Bonnam	JARDINE, MATHESON & Co., Ltd.	On 20th inst., at Noon
BATAVIA, CHERIBON, SAMARANG, &c.	TJIMAH	Dut. str.	—	—	JAVA-CHINA-JAPAN LINE	Quick despatch.

330 p.m. - Fourth Meeting of the Hongkong Gynkuna Club, at Happy Valley.

FORTHCOMING EVENTS.

Tuesday, 9th August - Eighty-Eighth Ordinary Half-Yearly Meeting of Hongkong, Canton and Macao Steamboat Co., Ltd., Noon.
Thursday, 11th August - Auction of Valuable Leasehold Property at Sale Room, by Mr. Geo. P. Lamport, 3 P.M.
Friday, 12th August - Auction of Valuable Leasehold Property at Sale Room, by Mr. Geo. P. Lamport, 3 P.M.
Tuesday and Wednesday, 16th and 17th Aug. - Auction of Naval and Victualling Stores, at H.M. Naval Establishments, by Messrs. Hughes & Hough, 10 A.M.
Saturday, 20th August - Ordinary Half-Yearly Meeting of Hongkong & Shanghai Banking Corporation, at City Hall, Noon.

SHIPPING.

ARRIVALS.

ANTILCHUS, British str., 2,792, A. H. Stewart, 5th August - Manila 3rd August, General - Butterfield & Swire.
ARRATON APCAR, British str., 2,931, D. Thomas, 5th August - Calcutta and Straits 20th July, General - David Sassoon & Co.
ASSAYE, British str., 7,700, Owen Jones, R.N.S., 5th August - Shanghai 2nd August, Mails and General - P. & O. S.N. Co.
BARON INNEBALLE, British str., 2,139, D. McAlister, 4th August - Moji 29th July, Coal - Bradley & Co.
BENLAWERS, British str., 2,510, W. H. Bee, 5th August - Singapore 30th July, General - Gibb, Livingston & Co.
HARMON, British str., 641, A. H. Stewart, 5th August - Swatow 4th August, General - Loughe, Lagrak & Co.
KWANGLER, Chinese str., 5th August - Canton.
ISCHIA, Italian str., 2,420, G. Boito, 5th August - Bombay 16th July, General - Carlowitz & Co.
MANDARIN MARU, Japanese str., 3,245, K. Yamamoto, 5th August - Mito 30th July, Coal - Mitsui Bussan Kaisha.
NANCHANG, British str., 1,044, J. Cogan, 4th August - Tientsin 28th July, General and Mail - Butterfield & Swire.
SUBARO, British str., 1,550, G. H. Pennefather, 5th August - Manila 2nd August, Hemp & General - Butterfield & Swire.
WEAT CASTLE, British str., 2,717, Wm. Lightoller, 5th August - Shanghai and Keelung 3rd August, General - Shewan, Tomes & Co.
YEDDO, Swedish str., 2,468, C. H. Anderson, 4th August - Gothenburg 22nd June, General - Melchers & Co.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
5th August.
Assay, British str., for Europe, &c.
Benlawers, British str., for Singapore.
Carl Diederichsen, German str., for Hoihow.
Childer, Norwegian str., for Haiphong.
Chansang, British str., for Hongkong.
Clara Jolson, German str., for Haiphong.
Foehing, British str., for Saigon.
Laertes, British str., for Saigon.
Silveta, American str., for San Francisco.
Wray Castle, British str., for Manila.
Yeddo, Swedish str., for Shanghai.
Zafre, British str., for Manila.

DEPARTURES.

5th August.
CHIPPING, British str., for Canton.
COLOMBO MARU, Japanese str., for Shanghai.
HAICHING, British str., for Swatow.
HONGKONG, French str., for Haiphong.
KWANGLER, Chinese str., for Shanghai.
LAISANG, British str., for Singapore.
LOONGSANG, British str., for for Manila.
LOYAL, German str., for Canton.
NIKKO MARU, Japanese str., for Australia.
SENOKIANG, British str., for Hoihow.

SHIPPING REPORTS.

The British str. Haiman reports: Light variable wind, cloudy rain.
The British str. Benlawers reports: Light and variable winds, hazy weather.
The British str. Tientsin reports: Light to moderate winds, moderate sea, cloudy with passing showers.
The British str. Nanchang reports: On the 31st July, anchored for 8 hours off Elliot Island for typhoon, which was off Cheking Coast travelling N.W.

VESSELS IN DOCK.

August 5th.
KOWLOON DOCK - Huangho, Gloria, Paul Bean, Chansang, H.M.S. Taku, San Juan.
TAIKOO DOCK - Union, China.

PASSENGERS.

ARRIVED.
Per Yeddo, from Gothenburg, Mr. A. Sandberg.
Per Arratton APCAR, from Calcutta, &c. Mr. Ramsay, Miss Hastings, Mr. Harting, and Mr. McNeil.
Per Taming, from Manila, Miss Paulo, Messrs. Paulo, Stinitz, Stedler, Whitehorn, Lytton, Milner, Carvan and Lieut. Cochran.
Per Arratton APCAR, from Hongkong, Miss H. Phillips, Mr. B. A. Halo, Mr. A. Brain, Mr. I. Arnold, Mr. Miller and Mr. Hegarty; from Yokohama, for Marcellus, Mr. A. Mayo; from Kobe, for Singapore, Colonel Medley; from Shanghai, for Singapore, Mr. and Mrs. Boomsma and infant, and Mr. A. Crane; for Calcutta, Miss Harris; for Bombay, Doctor Thomas; for London, Mr. A. Burton.
DEPARTED.
Per Nikko Maru, for Australia, &c., Mr. and Mrs. MacDonald, Mr. and Mrs. Baumgardner, Mr. and Mrs. H. W. Tucky, Mr. and Mrs. Anderson and 3 children, Mr. and Mrs. K. Akikawa, Mrs. Cameron, Mrs. Ruo Preston, Mrs. T. Takano, Mrs. F. Carl, Misses Cameron (3), H. R. Wright, M. Lynch, Graham, Rout, Treloard, Tucky, Akikawa and Phillips, Master Preston, Messrs. R. Pescio, Emilio Levy, L. S. Adams, Okamoto, Trigo, Castings, L. Deacon, I. Haslam, T. Folke, Miyasaki, Jas. Walker, Beasley and Robinson.

STREAMERS PASSED THE CANAL.

July 15th - Ecuador, Indravadi, Suruga, Teokaki, 17th - Bendavara, Glenavon, Goeben, Helles, Liberia, Scotia, 22nd - Atholl, Kitano Maru, Ville de la Ciotat, Anhalt, 25th - Ching Wo, Laertes, Yunnan, Indravadi, 29th - Ambria, Armand Behio, Deucalion, Kavachi Maru, Manan, Perseus, Suez, Syria, Zedania, August 2nd - Austria, Bengke, Breconshire, Buelow, Arcadia, Delayed through navigation, Glenavonshire, Binta.

ARRIVALS AT HOME.

August 2nd - Borneo, Priam, Senegambia, York.

NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

FOR	STREAMERS	TONS	TO SAIL
NAPLES, GENOA, ALGIERA, GIBRALTAR, SOUTHAMPTON, ANTWERP & HAMBURG	"KLEIST"	17,000	Wedday, 10th Aug., at Noon.
SHANGHAI, NAGASAKI, Kobe & YOKOHAMA	"GOEBEN"	17,300	About 10th Aug.
MANILA, YAP, FRIEDRICH, WILHELMSHAFEN, RABAU, SAMARAI, BATA, BANG AND SYDNEY	"PRINZ WALEMAR"	6,100	Saturday, 13th Aug., at 5 P.M.
YOKOHAMA & Kobe	"PRINZ SIGISMUND"	6,000	About 23rd August.
KUDAT and SANDAKAN	"BORNEO"	5,350	End of August.

* Fitted with wireless Telegraphy New System of Telefunken.
For further Particulars, apply to

NORDDEUTSCHER LLOYD, MELCHERS & Co., GENERAL AGENTS HONGKONG & CHINA.

THE BANK LINE. LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, VANCOUVER, B.C. TACOMA & SEATTLE VIA SHANGHAI, MOJI, Kobe AND YOKOHAMA.

Steamer.	Tons.	Captain.	To Sail on or About.
REDHILL	3,889	H. E. Dowall	22nd August.
SUVERIO	6,232	F. S. Cowley	27th September.
KUMERIC	6,232	G. B. McGILL	20th October.
ATYMERIC	4,352	J. Boyd	20th November.

* Calling at Amoy and Keelung if sufficient inducement offers.
These Steamers are specially fitted for the carriage of Asiatic Storage Passengers.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to

DODWELL & CO., LIMITED, GENERAL AGENTS, QUEEN'S BUILDINGS.

Hongkong, 6th August, 1910.

CANADIAN PACIFIC RAILWAY CO'S ROYAL MAIL STEAMSHIP LINE. "EMPERESS LINE"

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA to VANCOUVER, 21 DAYS HONGKONG to VANCOUVER SAVING 5 to 7 DAYS' OCEAN TRAVEL.

From Hongkong.	From St. John, N.B.
"EMPERESS OF JAPAN" SAT., 6th Aug.	"ALLAN LINE" FRIDAY, 2nd Sept.
"MONTEAGLE" TUESDAY, 16th Aug.	"EMPERESS OF BRITAIN" FRI., 23rd Sept.
"EMPERESS OF CHINA" SAT., 27th Aug.	"ALLAN LINE" FRIDAY, 14th Oct.
"EMPERESS OF INDIA" SAT., 17th Sept.	"EMPERESS OF IRELAND" FRI., 4th Nov.
"EMPERESS OF JAPAN" SAT., 8th Oct.	
"MONTEAGLE" TUESDAY, 8th Nov.	

The "EMPERESS" steamships leave HONGKONG at 6 P.M. at 12 Noon.
THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at ST. JOHN or QUEBEC with the Company's New Palatial "EMPERESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.
The "EMPERESS" steamships on the Pacific and on the Atlantic are equipped with the Marconi Wireless apparatus.
Hongkong to London, 1st Class, via Canadian Atlantic Ports or New York £71.10
Intermediate 1st Class Railway " £43 " £45.
and 1st Class Railway " £43 " £45.
First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.
R.M.S. "MONTEAGLE," carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.
Passengers Booked through to all points and AROUND THE WORLD.
SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Offices in the Service of China and Japan Governments. Full particulars of Freight and Passage, apply to For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China, Corner Polder Street and Praya, opposite Blake Pier.

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FOURTEENTHLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.
FOURTEENTHLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FOR	STREAMERS	TO SAIL.
SHANGHAI, Kobe & YOKOHAMA	"V. DE LA CIOUAT"	On 15th Aug., P.M.
MARSEILLES via PORTS	"POLYNESIA"	On 16th Aug., 1 P.M.
SHANGHAI, Kobe & YOKOHAMA	"TOURANE"	On 29th Aug., P.M.
MARSEILLES via PORTS	"AUSTRALIA"	On 30th Aug., 1 P.M.

Transshipping on the Co's Steamers for Batavia at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea. Through Tickets to London, via Paris, from £27 10s. up to £71 10s. 20 hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles.

For Further Particulars, apply to—

P. THOMAS, AGENT, Queen's Building.

Hongkong, 6th August, 1910.

VESSELS ON THE BERTH.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERMAN, GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"ASSAYE," carrying 116 Majestic Mails, will be despatched from this for Bombay, &c., TO-DAY, the 6th August, 1910, at Noon, taking passengers and Cargo for the above ports in connection with the Company's s.s. "MONGOLIA," 9,505 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.
Bills and Valuables, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other cargo for London, &c., will be conveyed via Bombay by the R.M.S. "HIMALAYA," due in London on the 18th September, 1910.
Passes will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.
For further particulars, apply to E. A. HEWETT, Superintendent.
Hongkong, 25th July, 1910.

HONGKONG-NEW YORK.



AMERICAN ASIATIC STEAMSHIP CO.

For BOSTON & NEW YORK via PORTS AND SUEZ CANAL.
(With Liberty to call at the Malabar Coast).
"WRAY CASTLE," TO-DAY, 6th inst., at 5 P.M.
For freight and further information apply to— SHEWAN, TOMES & Co., General Agents.
Hongkong, 6th August, 1910. [321]

FOR SHANGHAI, Kobe AND MOJI.

